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21 May 1968

**MEMORANDUM FOR THE RECORD**

**SUBJECT: U-2R Flight Handbook Conference**

1. On 15 May 1968, a U-2R Flight Handbook (Dash 1) Conference was held at Edwards AFB, California. Representatives from Project Headquarters, Lockheed, Detachment 6 and SAC were in attendance. Primary purpose of this meeting was to review the format for this handbook, however, a more detailed discussion was pursued using the preliminary copies of the handbook for reference.

2. By section, the following was agreed to by the conferees:

a. Section I (Description): In addition to what is presently covered under aircraft description in this section, items presently covered in Section IV such as oxygen, air conditioning and pressurization, lighting, defrosting, communication, etc., will be included.

b. Section II (Normal Procedures): It was agreed that this section was generally okay as presented. It was recommended and agreed that alternate techniques in the use of flaps and spoilers will be included.

c. Section III (Emergency Procedures): This section will be realigned to reflect emergency procedures in the order that they might occur; i.e., ground operation, take off, inflight, descent and landing.

USAF review(s) completed.

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GROUP 1  
Excluded from automatic  
downgrading and  
declassification

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d. **Section IV (Description and Operation of Auxiliary Equipment):** This section will be classified and handled separately as a supplement to the handbook. Tactical equipment, such as cameras, EWS, etc., will be in this section.

e. **Section V (Operating Limitations):** The only recommendation for inclusion in this section was the addition of information on sink rate. A graph or chart on gross weight versus sink rate was recommended also, a short statement is desired on how many gallons remaining is a valid figure to begin touch and goes. The above is of particular interest to SAC as they accomplish quite a bit of touch and go training and it is also useful in the training of Agency pilots.

f. **Section VI (Flight Characteristics):** This section will be written up as for a new aircraft with no reference to differences between other U-2s. References to pounds of force required to move various controls will be changed to indicate light, moderate or heavy force necessary.

g. **Section VII (Systems Operations):** Material in this section will be included in Section I.

h. **Section VIII (Crew Duties):** This is not applicable.

i. **Section IX (All Weather Operation):** No changes planned in this section.

j. **Appendix I (Performance Data):**

(1) **Climb, normal cruise, maximum endurance and descent performance data** will be presented using gross weight versus the functions of time,

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altitude and distance on appropriate graphs. This is a change from the U-2C graphs which used gallons instead of gross weight.

(2) For the Alternate Cruise Charts, fuel flow will be used instead of nautical miles/gallon charts used in the past. Optimum range from missed approach charts will be included in this part of the Appendix.

(3) Include gallon/pound conversion graph in Appendix.

(4) Remaining information provided in the Introduction and Stall Speeds will be included in Appendix I.

**3. Other handbook discussion points:**

a. Security classification of the handbook was discussed. The preliminary book is classified **SECRET** but it is anticipated this will be changed to unclassified and need-to-know handling at some future date.

b. The question of security arose on certain cockpit illustrations that showed the System 12 scope, System 13 lights on the small panel above the scope, System 9 and 13 overhead lights on the annunciator panel, the arresting hook switch and a short sentence on the arresting hook switch operation. Also, the question arose whether or not the differences between the hook model of U-2R to include flying characteristics should be in the handbook or a supplement. The undersigned followed this up with OSA security and Special Actions. No compromise can be seen. All of the above will be included in the handbook and LAC has been informed.

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c. Illustrations will be listed on the section title page or index to facilitate locating them in the book.

d. Changes will be by page and not the previous TDC method of mainly pen and ink write ins. If the change is of an urgent nature a message will be transmitted followed by oxalite copies. This would be followed up with hard copies of the change(s). Routine changes will be forwarded in hard copy only.

e. Check lists. Air Force is required to use binder type booklets for pilot use. Twelve binder type checklist booklets will be ordered for use of Detachments G & H, however, the present checklists mounted on hard back will be authorized as in the past.

f. A question arose on the number of handbooks that will be needed. LAC will check this out with the depot since they have the responsibility for distribution.

4. In addition to the handbook discussions a recommendation was presented by the pilots in attendance for improved methods of reading the cockpit gauges. Color markings on the gauges is required, however, it was suggested these color codes be painted on the bezel casing rather than the present method. This will permit better reading as it will not obscure the smaller degree/rpm/pounds pressure markings on the gauges. It was requested that gauges be reorientated to permit better readings and eliminate parallax errors. LAC agreed to the above and indicated this could be accomplished with no problem.

5. Personnel in attendance were:

**Project Headquarters**

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- [ ] has the responsibility for preparing the flight handbook.

[ ]  
Lt. Colonel, USAF  
DC/IDEA/CSA

IDEA/CSA, [ ] mem (31 May 68)

**Distribution:**

- #1 - D/SA
- #2 - D/O/CSA
- #3 - SAS/CSA
- #4 - SS/CSA
- #5 - EAD/CSA
- #6 - D/M/CSA
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